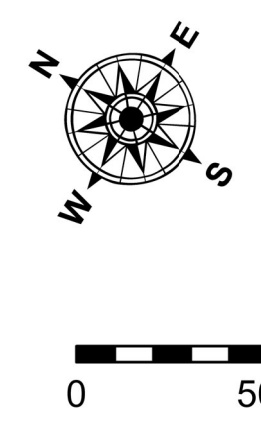


LEGEND

--- Federal Navigation Channel	○ Cable Area	3 Fluff Thickness (feet)*	Red -10' and above
— Federal Navigation Center Line	□ Placement Area	□ Borrow Area	Orange -10' to -20'
— As-built Pipeline/Cable	□ Anchorage Area	● Shoalest Sounding**	Yellow -20' to -30'
..... Unconfirmed Pipeline/Cable	⊗ Obstruction Point	★ Beacon, General	Light Green -30' to -40'
— Project Depth Contour	⊗ Wrecks-Submerged	◆ Red Navigation Buoy	Green -40' to -45'
		◆ Green Navigation Buoy	Light Blue -45' to -55'
			Dark Blue -55' and below



Gage Reading: 0.5 MLLW @ P.T. (01525) @ 1110
Sea Conditions: CALM
Vessel Name: TOBIN & OB-173
Survey Type: CONDITION, SB
Sounding Frequency***: LOW

NOTES:
Horizontal Coordinate System: North American Datum of 1983 (NAD83), projected to the State Plane Coordinate System (SPCS), Louisiana South Zone. Distance units in U.S. Survey Feet.
Vertical Datum: Soundings are shown in feet and indicate depths below Mean Lower Low Water (MLLW, 12-16). Datum Relationships for gage 01525 as of March 2020: 0.0' NAVD83, 2009.55 = -0.53' MLLW = 2.97' MLG
Distances on the Mississippi River, above and below Head of Passes are shown at 1 mile intervals.
The location of navigation aids are base on and provided by the U.S. Coast Guard.
2024 Aerial Photography data source: Optimal GEO (1998 DOQQ in green)
Reference is N.O.A. Navigation Chart No. 11361.
** Shoalest Sounding per Quarter Per Reach.
*** High frequency (200 kHz) survey data represents the first signal return at a sounding location and will include suspended solids, known as "fluff", if present. Low frequency (24 kHz) survey data normally penetrates through this "fluff" layer to depict elevations of consolidated bottom material. Low frequency accuracies may vary depending on channel conditions and fathometer settings.



DISCLAIMER: The United States Government furnishes these data and the recipient accepts and uses them with the express understanding that the data are not to be used for any purpose other than that for which they were originally prepared, and that the data are not to be used for any purpose other than that for which they were originally prepared, and that the data are not to be used for any purpose other than that for which they were originally prepared. The user is responsible for the results obtained from the use of the data. The United States Government does not warrant the accuracy, completeness, or reliability of the data. The United States Government does not accept any liability whatsoever to any person by reason of any use of the data. The recipient agrees to indemnify the United States Government from and hold it harmless from any and all claims, damages, losses, and expenses, including reasonable attorneys' fees, that may be incurred by the United States Government as a result of the use of the data. The recipient agrees to release the United States Government from and hold it harmless from any and all claims, damages, losses, and expenses, including reasonable attorneys' fees, that may be incurred by the recipient as a result of the use of the data. The recipient agrees to release the United States Government from and hold it harmless from any and all claims, damages, losses, and expenses, including reasonable attorneys' fees, that may be incurred by the recipient as a result of the use of the data. The recipient agrees to release the United States Government from and hold it harmless from any and all claims, damages, losses, and expenses, including reasonable attorneys' fees, that may be incurred by the recipient as a result of the use of the data.

Submitted:	JUC & JTB
Recommended:	TSS
Approved:	MSK

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

MISSISSIPPI RIVER - B.R. TO GULF
PILOTOWN ANCHORAGE
SW_00_PTAX_20241028_CS
28 October 2024

Sheet
Reference
Number
4 of 13
Revision Number:
5.23.12.3-3.12.3